



Otherwise, the two TD wagons are pretty much the same as the petrol's. For activation, the Grand Cherokee sends all the drive to the back wheels unless they start to slip, when a Gerotor coupling (see Gee Whiz!) shoots torque to the fronts as well. Jeep calls it Quadra-Trac, and in the base Laredo and mid-spec Limited just the centre diff has a Gerotor. Add Gerotor-equipped front and rear diffs ('Trac-Lok' in Jeep-speak) and you've got Quadra Drive II, which is standard on the top-line Overlander and optional on the two lower variants.

The Cherokee's simpler, at least where the 2.8's concerned. All three variants have Selec-Trac activation with a mode for every occasion: high-range 2WD for the highway; high-range 4WD with the centre diff unlocked for town and country bitumen; high-range 4WD with the centre diff locked for dirt roads; and low-range 4WD for off-road. Just like Mitsubishi's Super Select 4, except that the transfer lever moves from 2WD through part-time 4WD then full-time 4WD - opposite to the sensible order - before low-range 4WD.

Both are monocoque construction with rigid back ends, but old man Grand Cherokee stays faithful to the fold with solid front axles, while new kid Cherokee is independent at

the front. The WG has traditional recirculating ball steering, too, whereas the KJ has rack-and-pinion. Coils all round, though, and ditto for ventilated front and solid rear discs (slightly bigger on the Grand Cherokee) with ABS (optional on the two lower-spec Cherokees). Interestingly, nearly identical size wheels and tyres, albeit with different highway-treaded Goodyears - except for the Grand Cherokee Laredo, which rides on taller, wider all-terrains.

Each model's variants look a little different on the outside. The Grand Cherokee Overlander has sill protection strips and its own alloys, while the Laredo misses out on front fog lamps. The Limited Edition Cherokee has unique alloys, and the Renegade has alloy sidesteps and a roof-mounted storage compartment incorporating twin spotlights (legal for off-road use only). The Sport KJ, like the Laredo WG, also misses out on fog lamps.

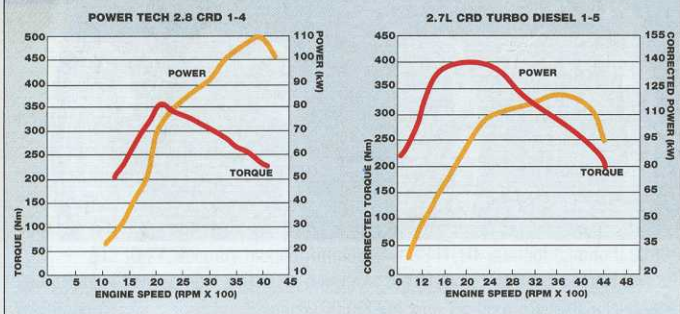
Both have nice big fuel fillers, so there's no need to pray for a small-bore diesel pump at the servo. The KJ spare tyre's on the tailgate, where it should be, and the WG is inside under the cargo floor. Better than outside underneath, s'pose, but a bastard to get at when there's a pile of gear on top. And it's pissing down...

Funny, for such different lookers these two aren't far apart in size. The Grand Cherokee's bigger, but not by much. A few centimetres here and there, that's all. The WG's heavier, too, but by less than 50kg. And nearly 60kg down on rated load capacity.

As Arte Johnson* used to say, v-e-r-y interesting!

THE POWER AND THE GLORY

	CAPACITY	KW	NM
Jackaroo	3.0	118	333
Discovery	2.5	101	340
Cherokee	2.5	105	343
Prado	3.0	96	343
Patrol	3.0	116	354
Cherokee	2.8	110	360
Allroad	2.5	132	370
Pajero	3.2	121	373
Range Rover	2.9	130	390
X5	3.0	135	390
Grand Cherokee/ML270	2.7	120	400



Now that's a turbo

*Don't remember Arte? Ask mum or dad about Laugh-In...